

## II. Listing of Claims

Please amend the claims as follows:

1. (Currently Amended) ~~Seat belt tensioner comprising a belt retractor and a belt drive which can be coupled to a belt shaft thereof by means of a tensioner coupling, said tensioner coupling comprising of at least one coupling latch movably arranged between a release position and an engagement position, said coupling latch producing a load-transmitting connection between the belt shaft and belt drive when in its engagement position and moving forcibly controlled out of the engagement position and into the release position at the conclusion of the coupling movement, characterized in that an inertial mass (19) is mounted on the belt shaft (10), said inertial mass being rotationally arranged in relation to the belt shaft (10) and being rotationally displaced in the direction of winding when the belt drive (25) is released from the belt shaft (10), and that the coupling latch (14) is coupled to the inertial mass (19) in such a manner that the inertial mass (19), which runs behind and has a greater rotational speed than the belt shaft (10) at the end of the coupling step, drives the coupling latch (14) out of its engagement position.~~

A pretensioner coupling for a seat belt retractor for a motor vehicle, the retractor of a type having a belt shaft and a pretensioner drive for winding the belt shaft, the pretensioner coupling comprising,

a coupling latch movably arranged between a release position and an engagement position, the coupling latch producing a load-transmitting rotational connection between the belt shaft and the pretensioner drive when

in the engagement position and movable out of the engagement position and into the release position to permit relative rotation between the belt shaft and the pretensioner drive, and

an inertial mass mounted on the belt shaft and being rotationally arranged in relation to the belt shaft, the coupling latch being coupled with the inertial mass wherein the inertial mass rotates more slowly than the belt shaft upon winding of the belt shaft by the pretensioner drive thereby moving the coupling latch to the engagement position, and wherein the inertial mass rotating faster than the belt shaft at the conclusion of the winding of the belt shaft by the pretensioner drive, moving the coupling latch to the release position.

2. (Currently Amended) ~~Seat-belt tensioner~~ The pretensioner coupling according to claim 1, ~~characterized in that~~ wherein the coupling latch (14), ~~which is radially arranged to swing between the release position and engagement position, engages a radial cam (20) arranged in the inertial mass (19) using the coupling latch having a pin (21) located at an axial distance from the coupling latch which engages a radial cam track formed by the inertial mass.~~

3. (Currently Amended) ~~Seat-belt tensioner~~ The pretensioner coupling according to claim 2, ~~characterized in that wherein~~ the radial cam (20) is arranged in the inertial mass (19) ~~with such having~~ a shape that, ~~after the release during the winding of the belt drive shaft (25) by the pretensioner drive,~~ the pin (21) of the coupling latch (14), ~~this pin being located in the radial cam (20) and track to place the coupling latch having been driven out of its~~ into the engagement position, ~~takes along and the pin engages~~ and accelerates the inertial mass (19) in the direction of winding of the belt shaft by the pretensioner drive (10), and ~~that the pin (21) migrates into the radial cam (20) until reaching an end position and~~ when the rotational speed of the belt shaft (10) slows down, ~~thereby radially swinging the pin moves in the cam~~ track to move the coupling latch (14) from the engagement position into the release position.

4. (New) The pretensioner coupling according to claim 2 wherein the pretensioner drive includes a drive wheel journaled for rotation on a coupling neck of the belt shaft, the coupling neck forming a notch and the drivewheel forming a recess, the coupling latch engaging both the notch and the recess in the engagement position thereby rotationally coupling the drivewheel and the belt shaft, and in the release position, disengaging the connection between the notch and the recess, allowing relative rotation between the drivewheel and the belt shaft.

5. (New) The pretensioner coupling according to claim 2 wherein the radial cam track is spiral in shape having first and second ends with the first end being located closer to the rotational axis of the belt shaft than the second end.

6. (New) The pretensioner coupling according to claim 5 wherein the latch pin engages the first and second ends to drive the inertial mass to rotate.

7. (New) A pretensioner coupling for a seat belt retractor for a motor vehicle, the retractor of type having a belt shaft and a pretensioner drive for winding the belt shaft, the pretensioner coupling comprising,

the belt shaft having a coupling neck forming a notch,

the pretensioner drive having a drivewheel journaled for rotation on the coupling neck and forming a recess,

a coupling latch having an engagement region and a pin positioned on opposite ends of an arm, the latch movable between a release position and an engagement position, the coupling latch engagement region engaging both the notch and the recess producing a load-transmitting rotational connection between the belt shaft and the drivewheel when in the engagement position, and movable out of the engagement position and into the release position wherein the engagement region disengages coupling between the recess and the notch to permit relative rotation between the belt shaft and the drivewheel, and

an inertial mass mounted on the belt shaft and being rotationally arranged in relation to the belt shaft, the inertial mass forming a cam track in the form of a spiral, the coupling latch pin positioned in the cam track wherein when the pretensioner drive is activated to drive the belt shaft, the belt shaft rotates relative to the inertial mass, moving the pin in the cam track and orienting the engagement region to the engaged position and the pin reaching an end of the cam track forcing the inertial mass to rotate with the belt shaft, and upon the pretensioner drive no longer driving the drivewheel, the inertial mass is rotating faster than the belt shaft causing the pin to move in the cam track to move the latch to the release position.

8. (New) The pretensioner coupling according to claim 7 wherein the radial cam track is spiral in shape having first and second ends with the first end being located closer to the rotational axis of the belt shaft than the second end.

9. (New) The pretensioner coupling according to claim 8 wherein the latch pin engages the first and second end to drive the inertial mass to rotate.

10. (New) The pretensioner coupling according to claim 7 wherein the pin is driven to engage the first end upon driving by the pretensioner drive.